





## ECONOMY IN GAS.

**SUGGS' FLAT FLAME BURNERS**  
Effect an economy in gas of  
30 Per Cent.  
And can be readily attached to ordinary Gas-  
lamps and Brackets.

**SUGGS' NEWEST BURNERS** with  
Artistic shades for Drawing Room and Dining  
Room.  
LANE, CRAWFORD & Co.,  
Agents for Hongkong.

**ANTHROPOLOGICAL MUSEUM**  
HAND-ETCHED MENU and NAME  
CARDS.  
LANE, CRAWFORD & Co.,  
Agents for Hongkong.

**DEVOS' NONPAREIL KEROSINE**,  
150 degrees test, a perfectly safe oil.  
LANE, CRAWFORD & Co.,  
Hongkong, 5th May, 1883.

## NOTICE.

**A. S. WATSON AND CO.**  
FAMILY AND DISPENSING  
CHEMISTS.

By Appointment to His Excellency the Go-  
vernment and his Royal Highness the  
DUKE OF EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS,  
PERFUMERS.

**PATENT MEDICINE VENDORS.**  
DRUGGISTS' SUPPLIERS.

And  
**ABLATED WATER MAKERS.**

**SHIPS' MEDICINE CHESTS REFITTED.**  
PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of  
Orders it is particularly requested that all  
business communications be addressed to the  
Firm, A. S. WATSON & Co.

**HONGKONG DISPENSARY.**

Notices to Correspondents.

Communications on Editorial matters should be  
addressed "The Editor," and those on business "The  
Manager," and not to individuals by name.

Correspondents are requested to forward their names  
and address with communications addressed to the  
Editor, not for publication, but as evidence of good  
faith.

All letters for publication should be written on one  
side of the paper only.

Advertisements and Subscriptions which are not  
ordered for a fixed period will be continued until  
cancelled.

Orders for extra copies of this Daily Press should  
be sent before 11 a.m. on the day of publication.  
After that hour the supply is limited.

## The Daily Press.

HONGKONG, MAY 6th, 1883.

One of the greatest drawbacks in this fair  
city of Victoria, this picturesque island of  
Hongkong, is the want of space—a draw-  
back which is soon discovered even by the  
gulf. The walks are pretty, and the views  
commanding, but the drives are few indeed  
and apt to pull upon one after a time.  
This fact might perhaps be forgotten could  
the residents find a chance of doing so in  
their own shady grounds. Unfortunately,  
however, only a favoured few own a garden,  
or if they rejoice in the possession of a small  
plot of ground, it is usually reclaimed from  
the rock and requires much care and coaxing  
to render it productive. Still fewer are those  
who have contrived to secure a piece of ground  
large enough to provide a tennis lawn. With  
a good garden and a tennis lawn one may  
to a certain extent shake off the cramped  
feeling which is apt to take hold of those  
who plod along the same walk evening after  
evening during the long summer. But a  
much more serious evil than the lack of gar-  
dens, which is felt so grievously, is the  
paucity of suitable houses at a moderate  
rent to be had in the Colony. We have  
before called attention to this want.  
House rent is a serious item in the cost  
of living here, and it is usually still  
further enhanced by reason of the absolute  
necessity, owing to the steepness of the  
streets, for keeping a chair. Desirable resi-  
dences at a moderate rate are exceedingly  
difficult to procure, and it is almost im-  
possible to obtain a garden with one, every square  
foot of the site being, in most instances,  
covered with buildings. Under these cir-  
cumstances it is incumbent upon the Go-  
vernment to throw open to competition all  
lands at present reserved, unless they are  
wanted for some special purpose. There are  
a few sites above the Bonham Road which  
we believe it is intended shortly to offer  
for public sale, and these, though rather high  
up the hillside, will no doubt be eagerly  
competed for. If an arrangement could be  
made with the War Department, some  
desirable sites could also be found along the  
western end of Kennedy Road, which would  
be promptly purchased if offered at auction.  
The quantity of unsold land is, however, very  
limited, and this being the case it is doubly  
the duty of the Government to see that no  
valuable sites lie idle and uncultivated. At  
present there are several lots both above  
Bonham Road and on the south side of  
Bonham Road, near the Berlin Foundling  
House, which offer excellent building sites.  
These lots have been lying unused for the  
past twenty years, and it is high time either  
that they were built upon or the ground re-  
sumed. We believe that there is a clause  
in the lease empowering the Government to  
reclaim property which is allowed to lie idle  
after a certain number of years. The owners  
of these lots should be asked to erect  
suitable houses upon them or to allow them  
to be again put up to auction. The prac-  
tice of holding land for a rise is not al-  
ways a paying one, and when the want  
of space is considered, by which the re-  
quirements of the residents are disregarded  
and the development of the Colony checked,  
it becomes simply selfish and obstructive.  
True it is that the owners go on paying  
ground rent year after year, but that does  
no good save to the Treasury. All the unused  
land on this side of the harbour, from Bel-  
shore Bay to Camber Bay is required for  
building purposes, and the sooner the lots  
now lying idle are utilized, the better for  
their owners and the better for the public.

## TELEGRAMS FOR HONGKONG CAN BE FORWARDED BY MAIL.

The Commercial Cable Company's telegrams  
are shortly to be established between Hongkong  
and Manila by Chinese.

It is said that on the Manila tramway, now  
approaching completion, electricity will be sub-  
stituted for horses as the motive power.

We have to acknowledge receipt, in pamphlet  
form, of an account of the Shanghai Spring  
Races, printed from the Shanghai Mercury.

The P. & O. steamer *Miracosta*, with the  
next outward English mail, left Singapore at 5  
p.m. on Sunday, the 5th instant, for Hongkong.

The Japanese steamer *Sunio* left the  
Kowloon dock yesterday and the British steamer  
*Comet* was docked there. The American  
barque *Mercury* went to the Kowloon dock yester-  
day.

A severe storm was experienced at Coler on  
the 26th instant in which the smaller craft in  
the port suffered considerably. The German  
ship *Martha* and the German barque *Hermann*  
both dragged their anchors and nearly wrecked  
themselves.

We (Mercury) hear that part of the Yangtze  
valley is still under water, and that the people  
are quite wretched in some places, saying  
that it is the place of the officials to drain  
the land for them. The natives again expect  
nothing this summer. No bright prospects  
for the poor sufferers!

Return of visitors to the City Hall Museum for  
the week ending 5th May.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
78	47	47	47	47	47	47
47	47	47	47	47	47	47
47	47	47	47	47	47	47
47	47	47	47	47	47	47
47	47	47	47	47	47	47
47	47	47	47	47	47	47
47	47	47	47	47	47	47

The steamer *Emory* on her last voyage from  
Amoy to Manila left with a distressed vessel,  
the schooner *Julia*, which had been caught in a  
storm on the 27th ultimo while on a voyage  
from Amoy to Manila. The schooner was  
damaged and had her deck swept of every-  
thing. The *Emory* took her in tow for three  
days, leaving her off Punta Piedra, near Cape  
Bolineo. The crew of the schooner were suf-  
fering from lack of provisions and water when the  
*Emory* fell in with them.

The shipping interest at Manila has petitioned  
the Government of the Philippines for a  
reduction of the tonnage dues at that port. The  
*Diario* announces that the petition having  
been referred to the Port Works Committee that  
body has recommended that the dues be reduced  
from 20 cents to 10 cents on vessels in the  
foreign trade, from 10 cents to 5 cents on  
coasting vessels, and that vessels trading to  
China and Singapore pay at a special rate of six  
cents instead of twenty.

The *Japan Gazette* states that the P. & O.  
steamer *Comet*, which arrived in Yokohama on  
the 25th ult., reports that the *Comet* was in a  
total wreck. She lies on a point near Shingai  
Bay, about twenty miles to the northward of  
Oshima. Her hull is to the south and she is  
headed to the beach. At low water she is  
high and dry, but at high tide, having a hole in  
her extending from forward to amidships, she  
fills with water. A quantity of sand and shingles  
also washed into the hold, and the vessel was  
at full speed just before land was sighted, it  
being supposed that she was considerably to the  
southward of Oshima, whereas she had been  
by the current many miles to the northward.  
Some of the crew had been rescued, and it was  
satisfied that more will be got out. The  
*Sumatra* took off most of the crew, leaving the  
captain, chief officer, and second engineer to  
look after the wreck.

The *Japan Mail* of the 21st ult. says—German  
shipping is gradually taking an important place  
in the carrying trade of the Pacific. It has the  
lion's share in the conveyance of sugar in the China  
sea; and its representatives are pushing its  
competition with the British flag farther north  
and between ports that are wholly British.  
In Australia, German vessels are taking the  
trade between the Colonies, the continent of  
Europe, and Great Britain. They are suc-  
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with the British flag between the Colonies, the  
continent of Europe, and Great Britain.

THE REBELLION IN THE SUDAN.

5,000 Sudan rebels have been routed by the  
Egyptian troops under Hicks Pasha.

SUPREME COURT.

8th May.

ORIGINAL JURISDICTION.

BEFORE THE HON. SIR GEORGE PHILLIPS,  
CHIEF JUSTICE.

HONGKONG FIRE INSURANCE CO., LIMITED, v.

The Attorney-General (Hon. E. L. O'Malley),  
instructed by Messrs. Broderick, Wotton,  
and Deacon, appeared for the plaintiffs. The  
defendant did not appear.

The court granted a decree for the sum of  
\$1,740 principal and interest due on a mortgage  
of the sum of \$50,000, on a mortgage of marine  
loans, the sum of \$1,740 principal and interest  
due on a mortgage of the sum of \$50,000, on a  
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